

GOODS MOVEMENT ACTION PLAN

**Presentation to
California Transportation
 Commission
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Goods Movement Action Plan

- Joint Effort

- Business, Transportation and Housing Agency
- California Environmental Protection Agency

- Two-Year Process

- Substantial Stakeholder Input
- Statewide Scope
- International Trade Focus
 - Containers
 - Agriculture Goods
- Air Transport Deferred

- Submitted to CTC January 10, 2007

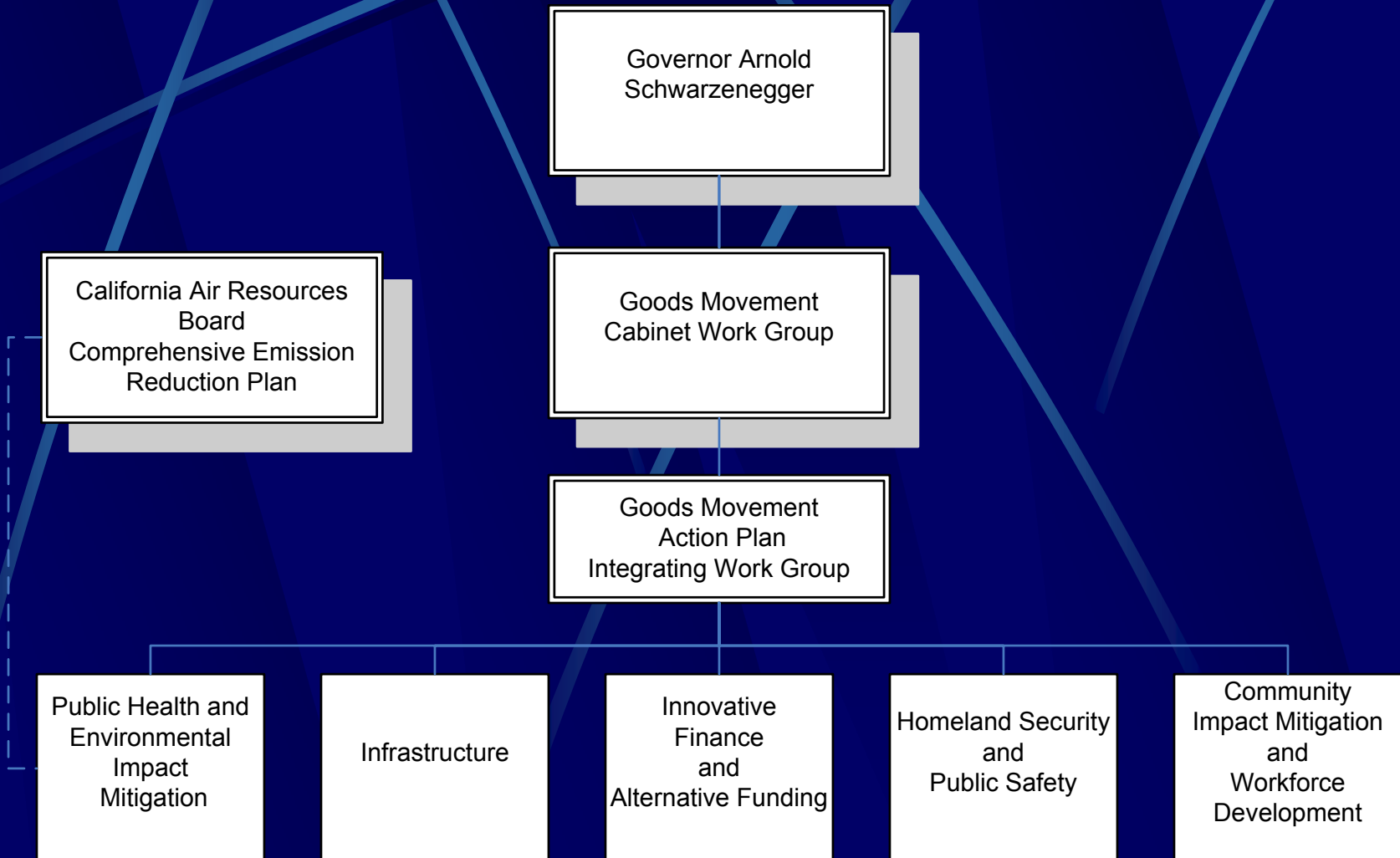
GMAP Policy Goals

- Generate jobs
- Increase mobility/reduce traffic congestion
- Improve air quality/protect public health
- Enhance public and port safety
- Improve California's quality of life

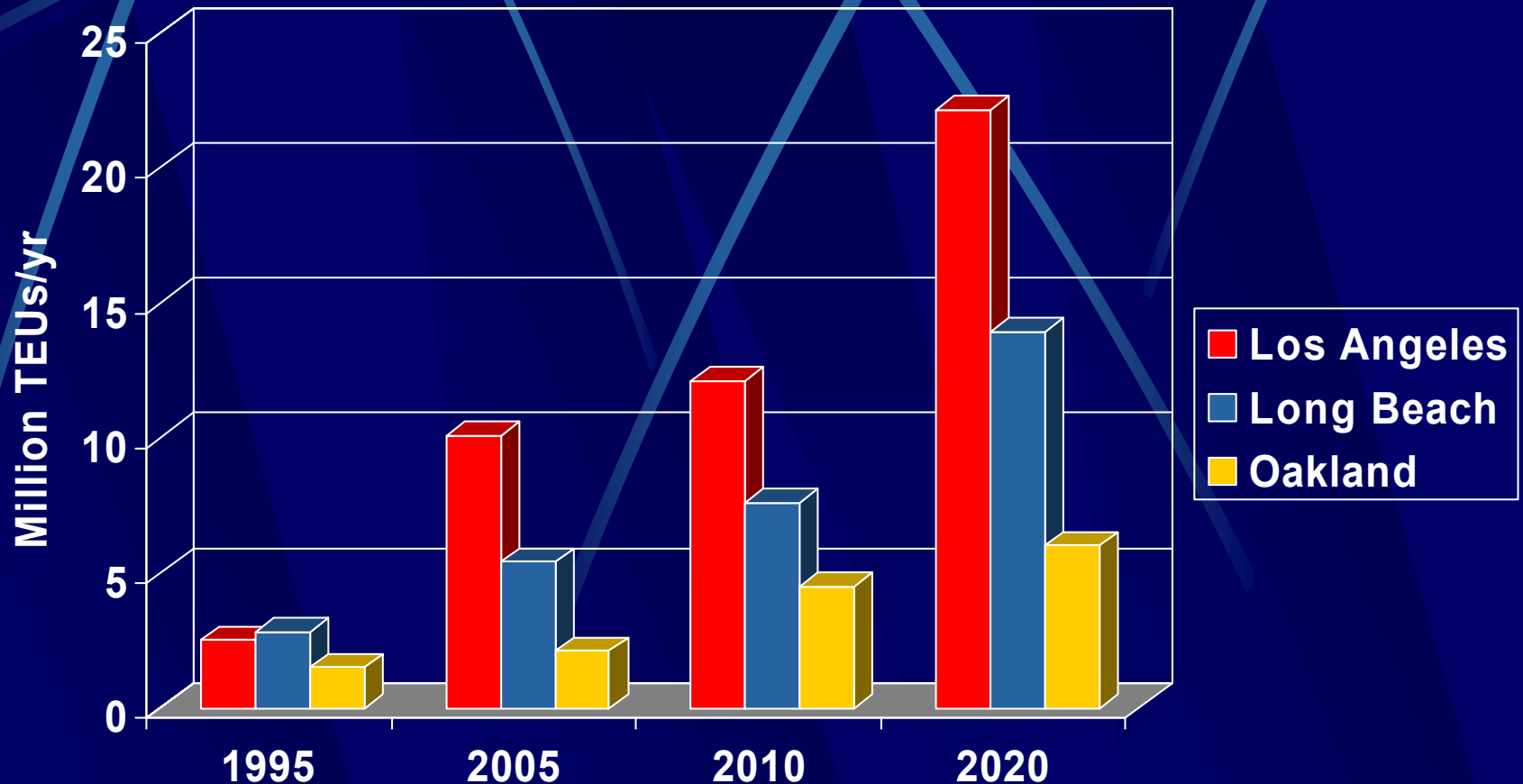
GMAP Development Process

- The Plan was developed in two phases:
- Phase I: The 'what' and the 'why':
 - Trade trends, freight/maritime industry changes
 - Inventory of state's goods movement infrastructure needs
 - Impacts on the environment and public health
- Phase II: The 'who', 'when' and 'how':
 - Strategies, policies and potential projects to address the issues identified in Phase I

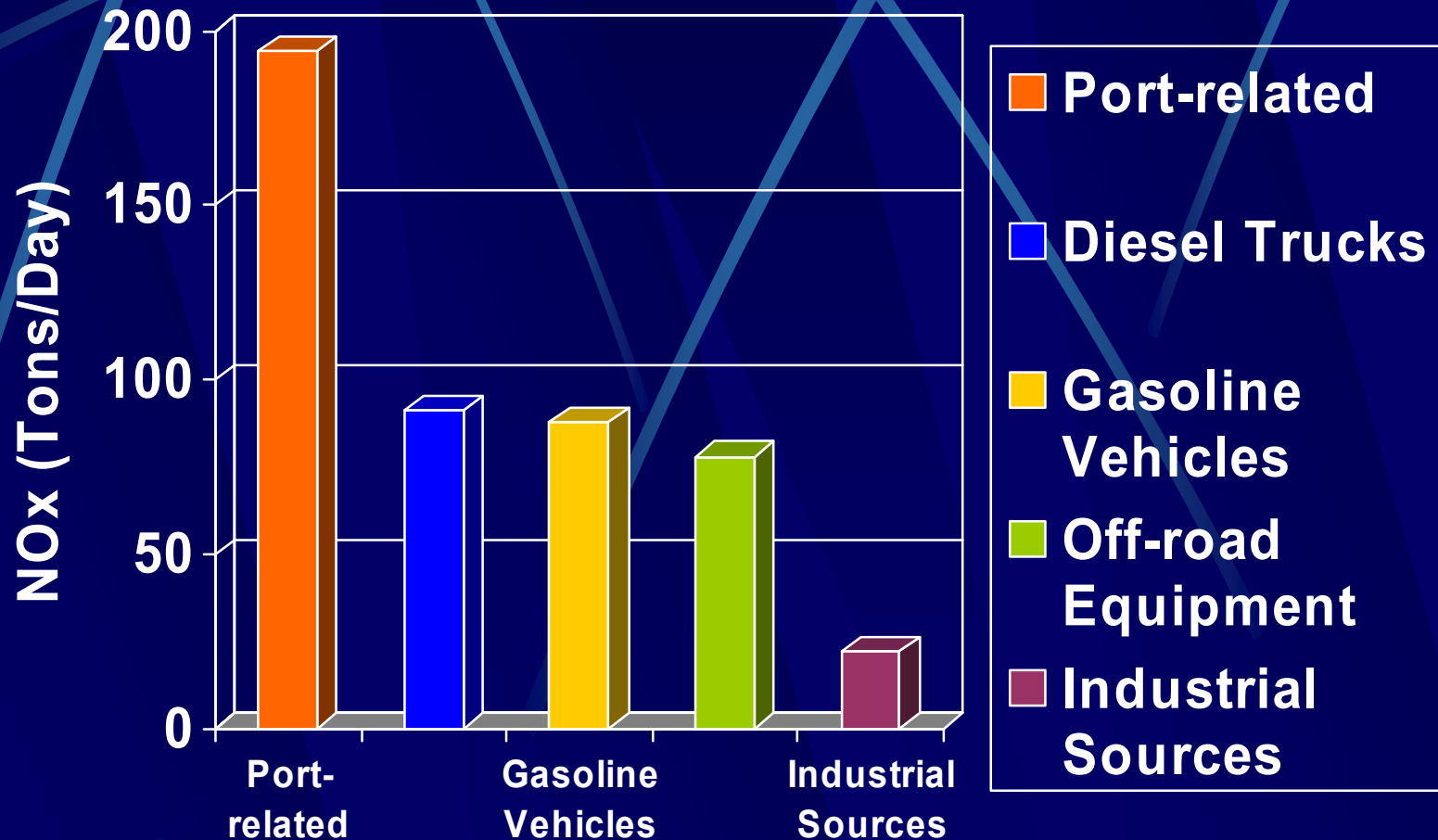
Work Group Structure



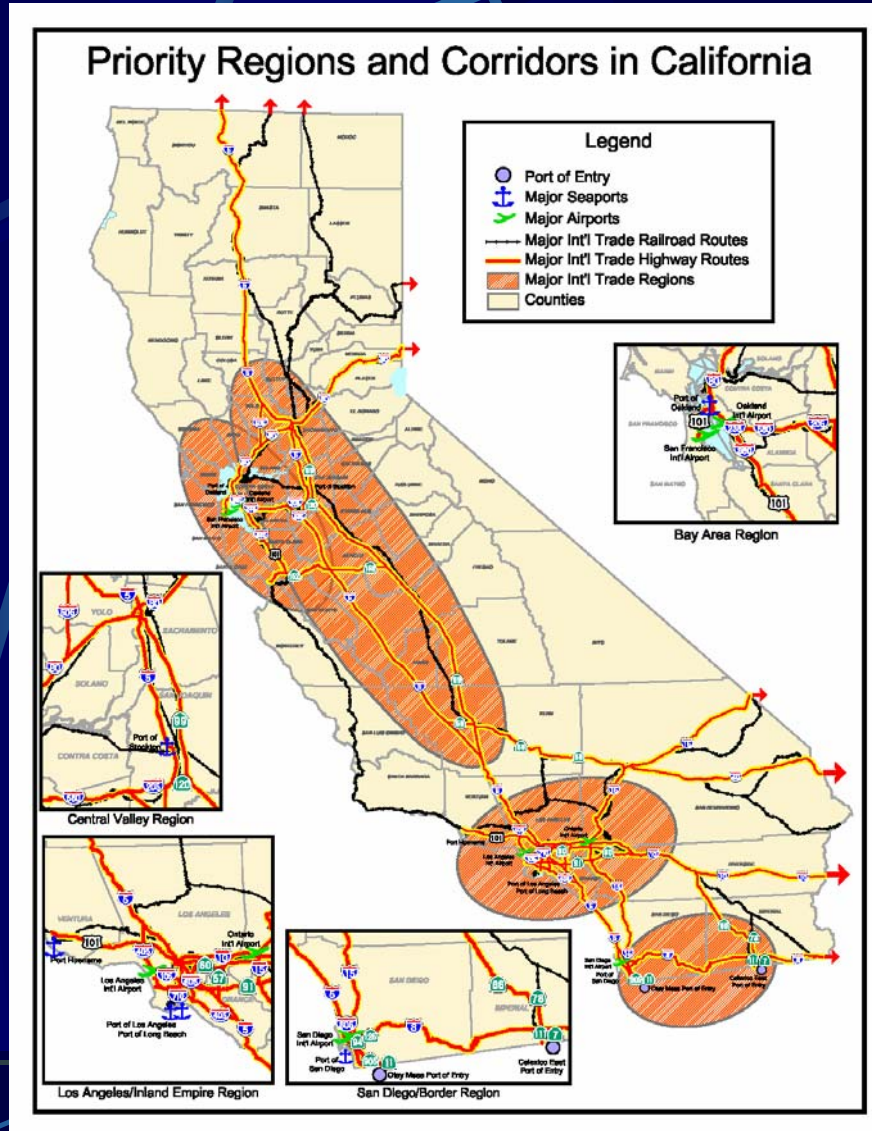
Global trends will more than double container growth over the next 15 years.



Port-related activities will be the largest emission category in the LA basin by 2020.



The Four “Port to Border” Regions



- Los Angeles-Long Beach
- Bay Area
- Central Valley
- San Diego

Framework for Action

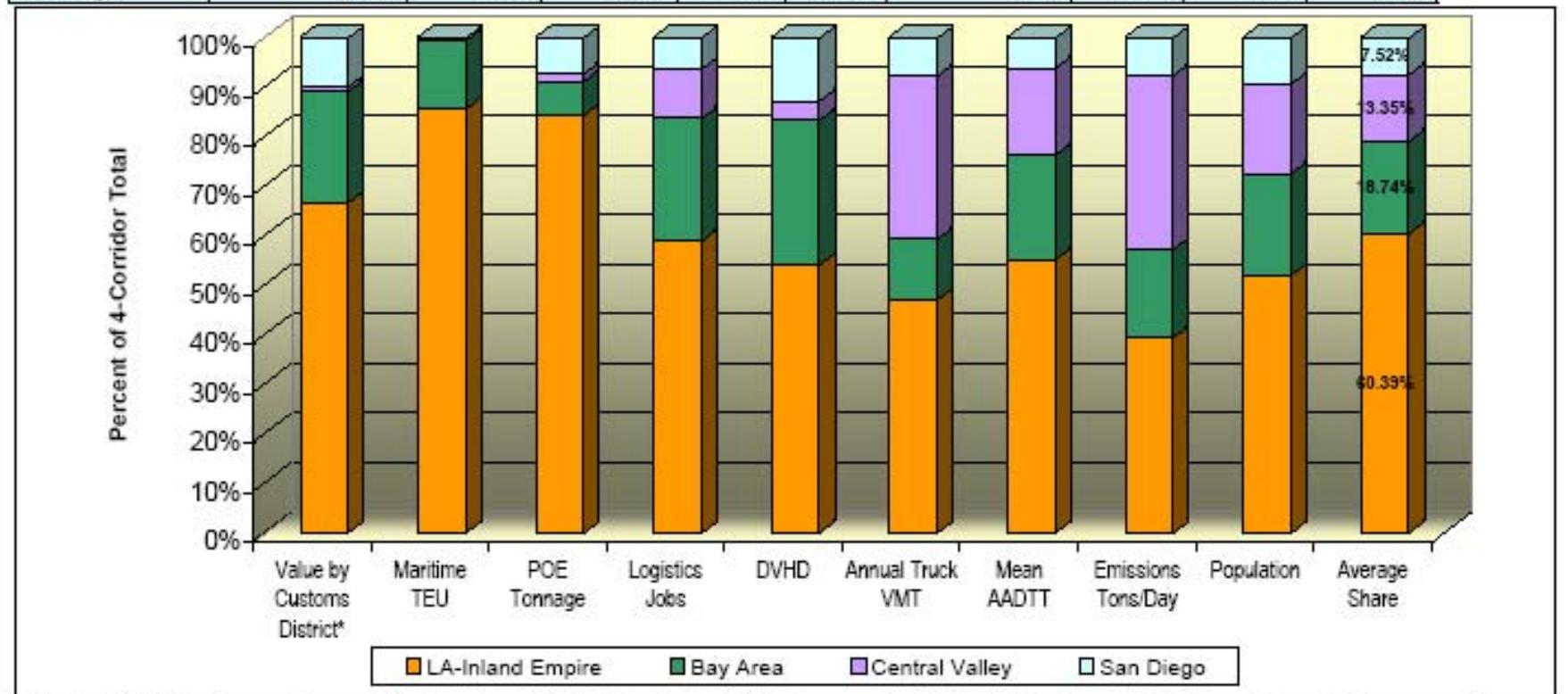
- Define Principles
- Define Criteria
- Establish Benchmarks
- Compile Best Practices
- Identify Preliminary Candidate Actions and “Solution Sets”
- Address Implementation Issues
 - Accountability
 - Funding
 - Other Critical Issues

Key “Solution Set” Themes

- Truck Port Access Improvements
- Rail Mode Increases / Grade Separations
- System Throughput / Velocity Improvements
- Bay Area / Central Valley Access Improvements
- International Border Access / System Velocity Improvements

Comparative Analysis of Several Indicators in the Four Goods Movement Corridors

Data Year	2005	2005	2005	2003	2002	2005	2004	2005	2006	
	Value by Customs District*	Maritime TEU	POE Tonnage	Logistics Jobs	DVHD	Annual Truck VMT	Mean AADTT	Emissions Tons/Day	Population	Average Share
LA-Inland Empire	\$293,904,100,000	14,223,556	192,446,801	240,685	274,172	6,676,000,000	13,801	338.90	18,080,413	60.39%
Bay Area	\$98,982,200,000	2,272,525	15,475,674	100,887	147,900	1,738,000,000	5,280	154.10	7,126,284	18.74%
Central Valley	\$4,670,825,670	137	3,347,533	40,709	19,507	4,677,000,000	4,390	302.20	6,310,494	13.35%
San Diego	\$43,432,500,000	101,509	16,730,365	25,726	64,595	1,089,000,000	1,542	66.00	3,233,405	7.52%
TOTALS	\$440,989,625,670	16,597,727	228,000,374	408,007	506,174	14,180,000,000	25,013	861.20	34,750,596	100.00%
	%	%	%	%	%	%	%	%	%	
LA-Inland Empire	66.65%	85.70%	84.41%	58.99%	54.17%	47.08%	55.18%	39.35%	52.03%	
Bay Area	22.45%	13.69%	6.79%	24.73%	29.22%	12.26%	21.11%	17.89%	20.51%	
Central Valley	1.06%	0.00%	1.47%	9.98%	3.85%	32.98%	17.55%	35.09%	18.16%	
San Diego	9.85%	0.61%	7.34%	6.31%	12.76%	7.68%	6.17%	7.66%	9.30%	



*The Central Valley does not have a defined customs district. The Central Valley figure under "Value by Customs District" is based on agriculture export figures and a share estimate. In 2002, the Central Valley amounted to 57% of total CA agriculture exports. In 2005 CA agriculture exports totaled \$8,194,431,000. Thus, a share estimate of 57% applied to \$8,194,431,000 = \$4,670,825,670.

Outcome

■ Over 200 Preliminary Candidate Actions Defined

- Dimension
 - Infrastructure and Operations
 - Public Health and Environmental Mitigation
 - Community Impact Mitigation and Workforce Development
 - Public Safety and Security
- Timeframe
 - Immediate
 - Short-term (0-3 years)
 - Intermediate (4-10 years)
 - Long-term (>10 years)

Bond Funding Recommendations

- Assumes 4:1 Leveraging
- Prioritizes \$47 Billion Inventory to \$10 Billion
- Requires Appropriate Funding and Project Implementation Mechanisms
- Needs Additional Flexibility
 - Public-Private Partnerships
 - Design-Build

Summary

- Open, Transparent, Comprehensive Process
- “Simultaneous and Continuous” Improvement Essential
- BTH and Cal EPA Stand Ready to Assist CTC